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DRILL NUMBERS TO GET BOOST

Shortly after the Korean War, the military establishment in this country was faced with a new type of aggression around the world. The full-scale thermonuclear confrontation was and still is a constant threat, but it is not the continuing reality of the limited, guerilla-type action. This limited warfare concept has developed the possibility of "hit-and-run" warfare anywhere in the world--the kind of situation that can escalate into full-scale warfare instantly. To be ready for any such situation, all the Armed Forces have realized the importance of their reserves and have come to rely on them in periods of crisis. Faced with these continued threats against our national freedom, the reserve forces of all the services must maintain a strong, prepared corps of personnel.

Early last spring, a trend began in the Coast Guard Reserve which in subsequent months has developed into an alarming decline in drilling manpower. Drilling strength, which is apportioned among the districts and units on the basis of mobilization requirements, must be maintained at the budgeted level. To offset this decline, some districts have vigorously pursued a reenlistment program within the Reserve units. Unfortunately, this effort has been of limited success, and the national rate of reenlistment remains at a low 7%. Several educational leaflets are available which may aid in improving reenlistments, but the important factor remains the person-to-person contact.

Although the district commander's staff is primarily responsible for procurement, members of ORTU's can assist directly by attempting to interest acquaintances in joining the



"1964 RESERVE POLICY BOARD"---Members of the 1964 Reserve Policy Board met at Headquarters on 2 December to consider the various facets of Reserve policy and affairs. This board is a means by which all Reservists can communicate ideas and suggestions to the upper echelons of the Coast Guard.

Coast Guard Reserve. It is usually at the ORTU level that a prior-service applicant first comes in contact with the Coast Guard Reserve. Administrative procedures should be such that as little delay as possible is experienced between the time the applicant shows interest in the Reserve and the time he is enlisted.

Accompanying the recent decline in drilling manpower has been a rapid increase of Reservists in Administrative Reserve Units. It is possible that the circumstances which once caused a Reservist to be assigned to an ARU (training category H) have changed to the extent that he should now be reassigned to a drilling unit. Most districts and many units are rescreening Reservists in this category with the intention of returning as many as possible to drill-pay status. In several areas, Reservist are required to produce affidavits from their

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UNIFORM STYLE COMFORT IMPROVED

The "sharpness" of style and the wearing comfort of both officer and enlisted uniforms in the Coast Guard have been improved recently by changes in the Uniform Regulations. Unfortunately, some Reservists have become careless about their appearance at drills and other military functions. The changes indicated below should help Reservists to present a better military appearance when in uniform.

For officers' and chiefs' uniforms, the most important change is authorization of black shoes and socks with the khaki uniforms. This provision, however, is limited to travel in conjunction with temporary additional duty, and is designed to eliminate the need for carrying black and brown shoes on such trips. The new change also makes the blue cap cover an optional uniform article. Finally, the positioning of the collar insignia on the tropical khaki shirt has been changed to center the collar devices 1 inch from the collar edges.

All Reserve enlisted men below CPO rating may now procure and wear, on an optional basis and at their own expense, service dress blues made of serge, gabardine, or tropical worsted fabrics. Such uniforms shall conform to present regulations for tailoring and must be of dark blue material similar to that used for officer uniforms.

The greatest break with the traditional enlisted uniforms is a provision for inserting a zipper in the side seam of the blue jumper. This will allow a better fit, tailoring, and

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Service-wide Exam Results

The table below shows the results of the October 1963 Service-Wide Examinations and the percentage of Reservists who passed the examinations in each district.

CG INSTITUTE OCTOBER EXAMINATION EVALUATION AND PERCENT PASSING BY DISTRICT

Dist.	Exams		% Taken	No.		% Passing	STANDING	
	Furn.	Taken		Passing	Passing		OCT 1963	APR 1963
01	142	117	82.4	72	61.5		1st	2nd
02	183	123	67.2	46	37.3		10th	6th
03	342	287	83.9	136	47.3		6th	9th
05	138	107	77.5	42	39.2		9th	7th
07	150	120	80.0	56	46.7		8th	10th
08	177	120	67.8	60	47.2		7th	8th
09	181	130	71.8	68	52.3		3rd	4th
11	183	155	84.7	83	53.5		2nd	3rd
12	91	76	83.5	39	51.3		4th	1st
13	100	86	86.0	41	47.6		5th	5th
14	15	9	60.0	1	11.1		11th	11th
TOTALS	1702	1330	78.1	644	48.4			

Apparently, the First District has developed a formula for improving the results on these exams since it led all other districts in October, and has generally maintained a high passing average in past examinations. We'll try to discover their methods and pass them on to you before the April 1964 exams.

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colleges or employers if they request transfer to category H for academic or business reasons. These requests will receive much closer scrutiny in the future. All Reservists with a training obligation must remember that assignment to an ARU is a *privilege* except in those cases where commuting distance to and from drills creates a hardship on the individual.

A potential source of trained men remains in the Active Status Pool. Most of the enlisted personnel assigned to this group have served four years on active duty in the Coast Guard. They are usually well trained and their knowledge and active duty training would be an asset in administering the training program of any ORTU. These men probably know very little about the advantages they would achieve by participating in ORTU training.

Hence, all Reservists are encouraged to contact ASP personnel of their acquaintance and endeavor to persuade them to affiliate with a training unit. When discussing the Reserve with prospective trainees, it might be well to remind them of the extra pay that can be earned by training with a unit, the possible retirement benefits that can be accrued, and the fact that drilling with a unit normally will not conflict with civilian occupations. In fact, many progressive companies now include provisions in their work contracts which allow Reservists to perform ACDUTRA without reduction in their civilian income.

Should drilling strength not substantially improve by early 1964, an additional method of procurement will be to assign new "recruits" awaiting initial ACDUTRA to

ORTU's. In the event this becomes necessary, authority has been granted to enlist personnel up to 180 days prior to transfer to initial ACDUTRA. At this time, it seems likely that this "early enlistment" policy will be needed and will continue into Fiscal Year 1965.

The politico-military nature of contemporary world affairs, the commitments of our Government and the constant possibility of a full-scale conflict without warning, all make it imperative to maintain a thoroughly trained Reserve force. For years, the Coast Guard has honored its role as the *active peacetime service*. To continue to function as such requires a comparable state of capability in the Reserve component. Every Reservist can and must share the responsibility for "a force in readiness"; a force based on well trained drilling strength.

High Performance

We recently received some very interesting and encouraging figures on ACDUTRA participation from the Twelfth District. It seems that during Calendar 1963, 99.2% of the Reservists assigned to Twelfth District ORTU's were authorized and completed their ACDUTRA.

From available figures here, this appears to be an all-time high for the Twelfth District, and probably an all-time high percentage for the entire Reserve. Of the 21 ORTU's in the district, 13 had 100% ACDUTRA participation this year.

These figures illustrate a pattern of high accomplishment which all districts and units should use as a goal. For the sailors on the West Coast, "Well Done!"

DUAL SEA CAREERS FOR MSTs OFFICER

Most of the officers and men of the Coast Guard Reserve maintain a full-time civilian career in addition to their Reserve program. However, we don't know of any other person with dual careers like CDR Roger W. SWETT. In addition to CDR SWETT'S affiliation with the Coast Guard Reserve, he pursues a civilian career as Master of a Military Sea Transport Service Vessels.

Recently his ship, the USNS MIZAR, was cited by COMSTS for selection as "Smartest of the SMART Ships," for FY 1963 in the Pacific Area. In making this award, the committee commented particularly on, "the excellent material condition of this ship (which) reflects an efficient, well-planned program."

CDR SWETT entered the Coast Guard from a civilian ship-building capacity and was commissioned in the Reserve on 14 September 1942. He served throughout the Pacific area, aboard the frigate CARSON CITY (PF-50) and the buoy tender USCGC FIR (WAGL-212).

Following WW II he continued his Reserve association by attending meetings with USNR, MSTs Unit 13-1. Since establishment of Reserve programs in 1951, he has maintained his status with the Coast Guard through correspondence courses and periods of ACDUTRA (with and without pay) since his at-sea time with MSTs did not permit attendance at regularly scheduled drills.

Periods of ACDUTRA have been varied, ranging from duty with the COTP and MMS, Seattle, to duty aboard the USCGC STORIS (WAG-38). His correspondence courses have been equally diverse including Damage Control, Meteorology, and Naval Arctic Operations. As a result he has accumulated over 14 years of satisfactory service and on 20 October 1961 was promoted to the rank of commander.

Although the Arcticized Cargo Ship USNS MIZAR has just been withdrawn from the Alaskan trade and placed in a ready reserve standby status, this does not mean the termination of CDR SWETT'S sea-going career. As a licensed Master, Oceans, Unlimited Tonnage, with special skills as First Class Pilot, Puget Sound, and Resurrection Bay and Cook Inlet, Alaska, he will undoubtedly be underway soon again.

His colleagues sometimes kid him about which "steaming hat" to wear, but CDR SWETT seems to wear both of them well.

"Do you want double-spacing on the carbons, too?"

RESERVIST AMONG SURVIVORS OF 'A-ATTACK'

Coast Guard Reserve training in ABC Warfare and Disaster Control was put to use recently by LT Gary SMITH, USCGR, a member of the 2nd Coast Guard District Port Security Operational Reserve Unit 02-82105, Covington, Kentucky.

After some 25 hours in a fallout shelter under conditions simulating an atomic attack on that community, over 80 residents of the town--including LT SMITH--received diplomas qualifying them to serve as Civil Defense shelter managers.

The exercise was part of a new program for training shelter managers and was only the third ever held in the area. The mock attack occurred when a 10 megaton bomb was "dropped" about 12 miles from the shelter site. A shrill siren alerted the 80 volunteers of the bomb's drop, and they filed into the City Hall, and into the basement shelter area. Once inside the shelter a 25-hour routine of survival training commenced. The trainees were each issued four small jars of water and several crackers for their entire food supply. They were quickly divided into small operational units including sanitation, supply, feeding, maintenance and safety. Training sessions were held in first aid, post-attack recovery, sanitation, radiological monitoring training, and decontamination procedures.

LT SMITH served as radiological equipment instructor and prepared parties to venture outside the shelter to make sure it was "safe" for the trainees to leave. He completed Phase I and Phase II of ABC Warfare Training at Davisville, Rhode Island while performing ACDUTRA the past two summers.

LT SMITH's chief regret was "that My stomach had shrunk so much in just two days that I couldn't eat the steak my wife had prepared for me when I came out of the shelter!"

Similar ABC training and shelter indoctrination are being carried out in other areas of the country, thus providing numerous Coast Guard Reservists with practical experience in atomic defense.

Selective Service Info.

All members of Reserve units are reminded to notify their respective district commanders (r), via their unit commanding officers upon registering with the Selective Service on reaching age 18 or whenever the Selective Service requests submission of Form DD-44, Record of Military Status. Since most of the units have special forms for reporting this information, Reservists should inquire of their unit commanding officers the exact local procedures for submitting Selective Service data.

Summer Teachers Needed for Yorktown

Beginning on 21 June 1964, five two-week periods of active duty for training will be conducted at the Reserve Training Center, Yorktown, Va.

As in past years, instructor and administrative personnel are needed to assist in conducting the training for this intensified program. Plans are now complete to offer the following courses:

OFFICERS:	Navigation Refresher Communications Gunnery Basic Indoctrination CIC/ASW Prospective CO-XO	Dangerous Cargo Leadership Instructor Training Training Officer COTP Merchant Marine Safety
ENLISTED:	Port Security Dangerous Cargoman Engineman Leadership Quartermaster	Instructor Training CIC/ASW Fire Fighter GM-FT Boatswain's Mate

Support personnel are needed to assist in the administration of the increased volume of trainees during the same period and are required in the following assignments and/or ratings:

Barracks and BOQ officers MAA Personnel Pay and Travel clerk Boatswain's Mate Bus drivers Physical Education	Journalist Photographer Stewardsman Commissaryman Hospitalman Swimming and lifesaving Clerical
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Officer and enlisted personnel on inactive duty who are interested should submit a letter application via the chain of command directed to the Commanding Officer, U.S. Coast Guard Reserve Training Center, Yorktown, Virginia. Those applicants who request assignment for the entire period from 8 June to 28 August will be given preference. However, a need exists for support personnel for two-week periods. Personnel assigned to ARU's may apply for a 27-day or longer period of duty. Applications are desired at the earliest time but no later than 15 May 1964. These applications should include at least the following information:

- The period for which you will be available.
- Subjects and/or assignments for which you are qualified.
- Civilian and military education, occupation, and experience which will qualify you for an instructor/administrator assignment.

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uniform appearance, while making it easier to get the jumper on and off.

For years, personnel traveling on leave or under orders through districts where the white uniform is prescribed as the uniform of the day have experienced difficulty maintaining a sharp, clean, and military appearance. Further difficulty was experienced when traveling from one geographic area into another where uniform changes were necessary enroute. To relieve some of the burden for personnel traveling in uniform, the Service Dress Blue uniform shall be recognized throughout the Coast Guard as the acceptable year-round travel uniform. It may be worn in lieu of other prescribed uniforms during such travel on an optional basis, unless otherwise directed by the prescribing authority. This provision should be a help, in particular, to Reservists traveling for ACDUTRA, particularly during the "off-season" part of the year.

Additional information on the uniform changes may be found in Commandant Notice 1020.

HOLD YOUR TICKETS OR TR's

If you are about to go on ACDUTRA on individual orders, keep your return transportation tickets or Travel Requests, in your possession. DO NOT attach them to your orders or otherwise surrender them during your ACDUTRA period.

There have been a number of instances in which return tickets have been lost, destroyed, or misappropriated through no fault of the Reservists to whom the tickets were issued. These Reservists must then pay for their trips home. Their only recourse in such cases is to submit a claim, but claims are costly in time and administrative effort. Further, evidence as to whether a ticket was lost or destroyed or was used by someone other than the Reservist to whom it was issued, is difficult to obtain. Sometimes it is not practicable to establish all the true facts and the claim is never resolved.

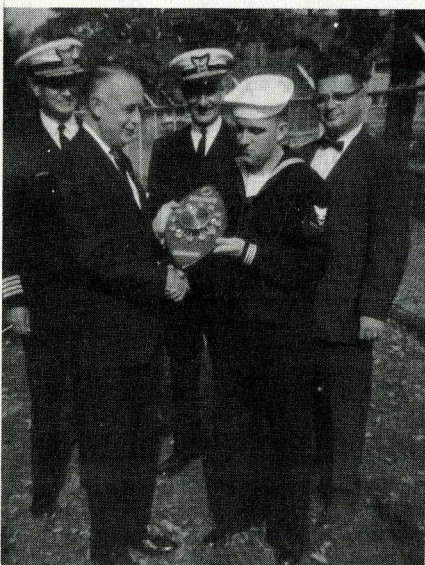
To simplify transportation matters, these return tickets or TR's should always be retained by the Reservist to whom issued.

INACTIVE RESERVE FUNERAL PROCEDURES

Inactive Duty Reserve personnel who die on active duty or training duty are entitled to burial in the National Cemetery elected by the next of kin. Entitlement of interment is defined to include any officer or enlisted personnel in the Coast Guard or Coast Guard Reserve who has rendered active service honorably. This is not interpreted to mean active duty for training.

A civilian or military escort may be provided at Government expense for a Reservist who dies while performing active duty or training duty. Reservists who die while on inactive duty status may be provided an escort at no expense to the Government when a request is made from the next of kin.

With regard to the use of the National Ensign, Reserve personnel who die while on active duty or training duty are handled in the same manner as Regular Coast Guard personnel and flags are issued from the Personnel Division of the District Offices. Retired and former Coast Guard personnel who have served under honorable conditions are entitled to a funeral flag which may be procured from the Postmaster of the county seat or any other post office designated by the Veterans Administration. Reimbursement will not be made for flags procured from any other source apart from those



"TOP RESERVIST"---Peter J. KRYANDER, YN3, of Worcester, Mass., is presented the Coast Guardsmen of the Year Award by Henry F. Cunningham, assistant vice president of Worcester County National Bank. The bank gives the Award annually to a member of the Worcester Reserve Unit, ORTUPS (O) 01-82074. Looking on at the presentation recently are (back, from left) CAPT E. B. SAWTELLE, representing the First Coast Guard District; LCDR Michael DIVINCHI, commanding officer of the unit; and Worcester City Councilor Gustaf Coontz, representing the mayor of the city.

indicated above. Funeral flags are to be presented to the next of kin, with ceremony, upon completion of the graveside service.

Reservists who die while on active duty or training duty come within the provisions allowed for Regular Coast Guard personnel. Arrangements are made through the District Offices, Personnel Division, for either primary or secondary expenses at the option of the next of kin. Primary expenses are those expenses incidental to preparation of the body for interment, encasement, etc., when the next of kin desires the Coast Guard to take control.

Secondary expenses are expenses, over and above those cited above, incidental to the next of kin assuming the remains and having the interment in a private cemetery. If the remains are removed from Coast Guard control, then secondary expenses must cover the over-all preparation. However, if the Coast Guard retains control for preparation, etc., then the next of kin may still have interment in a private cemetery and may also receive primary and secondary expenses. The Veterans Administration makes an allowance, not in excess of \$250.00, toward funeral expenses of honorably discharged or retired veterans of any war and for those personnel retired on account of physical disability. Necessary forms for these expenses can normally be obtained from funeral directors or any Veterans Administration Office.

Coast Guard participation may be requested for interment service of any personnel honorably discharged, provided such participation can be supplied without expense to the Government (other than providing transportation within a radius of 50 miles) and further provided that required personnel are available for honors. Only personnel who would be entitled to interment in a National Cemetery are eligible for Coast Guard participation for a firing squad and a bugler. When the above stipulations cannot be met, requests made of local veterans' organizations are well received and they usually have interment teams which perform funeral honors. A further reference for honors to be rendered at funerals is contained in Chapter 3, Section VIII, Landing Party Manual.

Superior Readiness

Personnel assigned to the following units should take pride in the evaluation of their units as outstanding and excellent in Operational Readiness during recent inspections: OUTSTANDING - ORTU 82161, St. Louis, Mo. (CO, LCDR James E. BUFORD); EXCELLENT - ORTU 83491, Jacksonville, Fla., (CO, LCDR James H. LIPSCOMB) and ORTU 83486, Gainesville, Fla., (CO, LT John F. TWIGG).

RESERVE DRILL ATTENDANCE

OCTOBER 1963

National Average:	85.9%
Highest District:	
11th District	88.1%
National Officer	
Average	94.5%
National Enlisted	
Average	84.9%

OPERATION DRIVESAFE

An "all-out" effort is underway to encourage military personnel to install and consistently use automobile seat belts. Seat belts assist in preventing accidents by holding the driver in position at the wheel, thus providing better control of the car under emergency conditions, particularly in case evasive action forces the vehicle to leave the road.

Studies of recent deaths and injuries to military and civilian personnel clearly indicate that, in the majority of cases, seat belts would have prevented death and prevented or reduced the severity of injuries. The use of seat belts at low speeds is just as important as their use at high speeds. In a study by Cornell University of actual crashes, people who were wearing seat belts had 35% fewer serious and fatal injuries than people without seat belts.

For the safety of themselves and their families, all Coast Guard Reservists are encouraged to equip their private automobiles with approved-type seat belts in both the front and back seats. Belts may be obtained through commercial concerns or through Coast Guard and Navy exchanges.

The Coast Guard RESERVIST

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ADMIRAL E. J. ROLAND
Commandant, U.S. Coast Guard
REAR ADMIRAL L. M. THAYER
Chief, Office of Reserve
ENSIGN W. I. NORTON
Editor

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